

(ESTABLISHED 1881.

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Shipping—Steamers

HONGKONG, CANTON, MACAO

AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 3,303 Tons, "**FATSHAN**" 3,250 Tons, "**KINSHAN**" 1,500 Tons,
"**HEUNGSHAN**" 1,998 Tons.

Departures from **HONGKONG to CANTON** daily at 8 A.M. (Sunday excepted, and 10 A.M. on Saturdays excepted).

Departures from **CANTON to HONGKONG** daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation. Light throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from
Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 TONS.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday, Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by Companies' direct steamers "Lidian" and "Sai-ai." These vessels have Superior Cabin accommodations throughout and are fitted with the latest Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 30th May.
S.S. "HEUNGSHAN"

will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 A.M.
Départure from Macao 4 P.M.
Fares: Enclosed. Port as usual.

Machado's String Band will play selections of Music during the Trip.
S.S. *Sui-An* and *Sui Tai* will not run on Sunday, 30th inst.

Further particulars may be obtained at the Office of the—
HONGKONG CANTON & MACAO STEAMSHIP CO. LTD.

HONGKONG, CANTON & WAGAO STEAMSHIP CO.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier.

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

String band play during Timm and Dinner.

A. F. DAVIES,

Hongkong, 5th February, 1969

For

LUXURY, COMFORT, QUIET,

FRESHNESS AND EXCELLENCE

CUISINE.

STAY AT THE

GRAND CARLTON HOTEL.

Hongkong, 25th May, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under ent

New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths. Electric Light throughout. Terms moderate. First Class accomodation.

Under Personal Supervision of

L. GAMEAU, Proprietor. **N. BLUMENTHAL,** Manager.

Telephone, 170. Telegram - ARK.

(continued)

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MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 21st May, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

TO AND FROM JAPAN VIA SHANGHAI.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 25th May, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Leases Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight."

LONDON, 1, John Street, Bedford Row, W.C.

CALCUTTA, 19, Bealock Street.

SHANGHAI, 105, Nanking Road.

Hongkong, 26th March 1907.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbor and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 503, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Mothers, Soofa, A. I. and Watkins.

Yokohama, May 13rd, 1905.

To Let.

TO LET.

SHOP AND DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—

S. J. DAVID & Co.,

Prince's Buildings.

Hongkong, 25th March, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 9th March, 1909.

TO LET.

NO. 3 MORRISON HILL. Entry about 1st proximo.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 12th May, 1909.

TO LET.

GODOWN No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st April, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 5 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RIPOW TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 162, DES VUEUX ROAD next to the Hongkong Hotel.

FLATS in MORRISON TERRACE.

No. 10, DES VUEUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 19th April, 1909.

TO LET.

TWO AIRY ROOMS in a house on BELILIOS TERRACE, first row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—

"HOUSEHOLDER,"

410 Hongkong Telegraph.

Hongkong, 5th March, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vieux Road Central (formerly occupied by Messrs. Shawas, Tomes & Co.). Rents low.

Apply to—

THE COMPTON DEPARTMENT,

E. D. SASSOON & Co.,

Queen's Road Central.

Hongkong, 24th February, 1909.

TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 13th May, 1909.

AUTHOR'S EARNINGS.

HALL CAINE'S STRIFE FOR LITERARY SUCCESS.

CUTCLIFFE HYNE'S FIRST NOVEL.

Hall Caine has stirred up a sort of literary horde's nest by describing his early experiences as a writer, says an American contemporary. His main offence consists in speaking of having a stiff struggle on an income of \$1,500 a year. Most of his critics—many of whom are prominent authors, describe this stipend as princely, and they then give sombre insights into their own earnings. Hall Caine, when he started on the race for literary success, had a regular salary of \$1,000 a year from the Liverpool Mercury; while he was making another \$500 on the side by contributions and reviews published in the Athenaeum and Academy. Out of his first book, he complains, he made only \$8.00, while for his third book—The Deemster—he obtained only \$750.

Edgar Jepson, author of the successful book, Sybil Falcon, handles Hall Caine without gloves, and says that his income was incomparably greater than most aspirants to literary distinction. Speaking for himself, Jepson says: Out of my first book I made exactly nothing at all; out of my second, The Passion of Romance, which I am frequently assured is the best book I ever wrote, I made \$10; out of my first five books I made \$825.52—or about \$165.10 per book. They contain some of the best works I ever did, and I have kept the figures as a warning to young men and women desirous of essaying the gamble of fiction. It is my experience that not one beginner in twenty makes 300 out of his first novel. I believe that \$100 is above the average.

In a similar strain to that of Edgar Jepson writes Silas K. Hocking, Frankfort Moore, Gilbert Parker, Charles Marriott, Cutcliffe Hyne and others. The last-named writer, speaking of his own income, says:

SEAMY SIDE OF LITERATURE.

I wrote long novels which did not advance past the manuscript stage. I then descended to writing boys' books and sold two to Blackie for something like \$150 apiece. I was working six years before I made \$750 a year, during all the time I was travelling about the world, getting material at first hand.

Charles Marriott, now recognised as one of the English novelists who have arrived, gives some illuminating items which show the seamy side of literature. Among other things, he says: When I wrote my first novel my wife and I with two children were living on \$750 a year. This took me from 9 to 6 every day to earn by a fairly exhausting occupation, so that I had only the evenings for writing. I sold my first novel outright for \$125. For the next two years my actual earnings by writing amounted to \$1,830, or \$9 5 a year. This sum represents two novels, twelve short stories, the same number of miscellaneous articles and a little reviewing.

Intimations.

THE DRAPERY EMPORIUM,

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN AND CHINESE USEFUL ARTICLES OF CLOTHING, FANCY GOODS and TOYS

AT VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season Gentlemen and Children's.

HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS, FANCY DRESS GOODS, MUSLINS, LAWNS, NAINSOOKS, SHIRTINGS, ALPACAS, HOSIERY, ENGLISH AND AMERICAN FOOTWEARS, &c., &c.

Prices and Samples on application.

Best attention to all Coast Port Orders.

Hongkong, 16th April, 1909.

NOTICE TO SUBSCRIBERS.

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(PAYABLE IN ADVANCE.)

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By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 12th December, 1908.

WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a BALL below. Indicates a Typhoon to the North-East of the Colony.

3. A DRUM. Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and a DRUM below. Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and a BALL below. Indicates a Typhoon to the South-West of the Colony.

7. A BALL. Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and a BALL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:—

Gap Rock. Aberdeen.

Waglan. Sai Ki Wan.

Stanley. Sai Kung.

Cape Collinson. Shi Tau Koi.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light-house.

26th July, 1901.

Intimations.

THE DRAPERY EMPORIUM,

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN AND CHINESE USEFUL ARTICLES OF CLOTHING, FANCY GOODS and TOYS

AT VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season Gentlemen and Children's.

HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS, FANCY DRESS GOODS, MUSLINS, LAWNS, NAINSOOKS, SHIRTINGS, ALPACAS, HOSIERY, ENGLISH AND AMERICAN FOOTWEARS, &c., &c.

Prices and Samples on application.

Best attention to all Coast Port Orders.

Hongkong, 16th April, 1909.

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The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, 10 cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Miscellaneous Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 12th December, 1908.

Intimations.

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7, Lyndhurst Terrace.

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Prices and Samples on application.

Best attention to all Coast Port Orders.

Hongkong, 16th April, 1909.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$6 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messengers. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, 10 cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Miscellaneous Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 12th December, 1908.

Intimation.

Powell's

Furnishing Department

ALEXANDRA BUILDINGS.

(FIRST FLOOR)

CHINA.

We are now showing our new "ART" TOILET SETS in four lustrous art glazes.

CRUSHED

STRAWBERRY CELESTINE BLUE BRONZE GREEN and

ORANGE

AT 9.75 per set of 6 pieces.

also a useful and artistic WHITE and GOLD SET

AT 7.50 per set of 6 pieces.

We are offering our customers the unique advantage of being able to purchase any single piece of either of the above toilet sets, to replace breakages.

CURTAINS.

Our range of summer curtains is now complete with new and select patterns, from the lowest priced SCOTCH LACE to REAL SWISS at prices to suit every income.

THE "POLO" SCOTCH LACE 4 YARDS LONG

At 5.00 per pair

is strongly recommended as a strong and inexpensive, good washing Curtain, in white only.

We also stock these Curtains at 6.25, 7.50, 8.50, 10.00, 12.50, 15.00, and 18.50 in white and ecru and in a large variety of designs.

Our MUSLIN CURTAINS comprise all the latest styles, in Plain, Frilled and Bordered, Madras in white and ecru

WHITE & FIGURED BOOK MUSLINS.

FRILLED COIN SPOT BOOK MUSLINS and

EMBROIDERED SWISS.

POWELL'S

ALEXANDRA BUILDINGS.

28, Queen's Road.

Hongkong, 11th May, 1900.

Intimation.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of 1. Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next term of 10 years, 1910 and 1911, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerning same in Schedule A appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1900, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any day prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenderer to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

3. If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1900, which will be opened at noon on that date, after which the successful tenderer will be selected.

4. The Farms, above referred to, are—
(a) BRITISH NORTH BORNEO—Opium, Spirit, Gambling and Faw-breaking, as follows—

(i) In one concession for the whole State.
(ii) In one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(1) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan River.

(2) KUDAT DISTRICT—the Territory bounded on the one side by the true right watershed of the Padan River and on the other by the true right watershed of the Pandanan River.

(3) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Pandanan River and on the other by the northern boundary of Province (Clarke).

(4) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch boundary on the South at Broershoek point.

(5) PROVINCE CLARKE—being the Territory between Batu-Batu and the Lawar northern watershed.

5. The attention of those desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter in a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Office of the said Secretary, at Sandakan, or of Messrs. Guthrie & Co., at Singapore, or of Messrs. Gibb, Livingstone & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and a title deeds to the amount of two months' Farm rent.

(g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per catty	\$ 2.40
" chi	00.30
" hui packet	00.15
" "	00.12
" "	00.08
" "	00.05

(h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium Farm shops at prices higher than those fixed by Government and named above (g).

(i) The Opium and Spirit Farmer may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirits.

(j) During the continuance of the Farm period, the Opium and Spirit Farmer will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirits for sale.

(k) As soon as the new Farmers have been appointed by the Governor, they will be required to submit to the Secretary to the Governor at Sandakan a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(l) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(m) The following Proclamations govern the conduct of the Farms in N. B. Borneo viz:—

SCHEDULE A.
The Opium Proclamation No. 16 of 1900 as amended by No. 7 of 1904.

The Liquor Proclamation No. 17 of 1900.

The Pawnbrokers Proclamation No. 24 of 1900 as amended by No. 1 of 1903, and No. 3 of 1906.

The Gambling Proclamation No. 3 of 1901.

THE JAPANESE IN KOREA.

The annual report for 1900 on the Japanese reorganization of Korea, which has lately been issued by the Residency-General at Seoul, must be read with special interest, in that it contains the history both of the old administration and of the new. On July 20, 1900, it will be remembered, the Emperor Yi Hui, who had filled up the cup of wrath by secretly dispatching envoys to the Hague Conference and was accused, not without reason, of plotting a coup d'état that involved indiscriminate assassinations, was forced to abdicate in favour of his son, the present Emperor. Four days later a new agreement was signed whereby the Residency-General, "acquired" initiative, as well as consultative competence to enact and enforce laws and ordinances, to appoint and remove Korean officials, and to place capable Japanese subjects in the ranks of Korean officialdom. Therewith the old order passed away for ever and, after nearly two years of operation, it is still too soon to speak with unqualified approval of the new, no doubt can well exist of the justification of Japan's interference. Even her most adverse critics admit that the old Court was a hot-bed of sedition and a harbourage for the least desirable characters whose sole purpose was to enrich themselves at the Imperial, that is to say the national expense. In 1906 the Residency-General, as we are told in the preface report, obtained the Emperor's permission to set a ground at the palace gates and to institute a system of passes; but in the opposition that this measure aroused little or no improvement was effected. The Imperial Household Department and the control of the administration, which had been carefully divided when Japan first acquired the right of protection over Korea, were now "inextricably confused; and while the nation languished, the Court was crowded with expensive sinecures. Whatever advice Japan tendered was politely received, we read, and invariably disregarded, while the nation at large, which certainly had cause enough to be discontented with the existing order, maintained an attitude of stubborn resistance to all innovations.

Not a few of the changes described in the Residency-General's report have been noted from time to time in these columns, but it may be convenient to summarize them briefly as they are now set forth. The first care, we are told, was to put the Household and the Executive again on separate bases, a process which led to the reduction of the Household staff by about two-thirds and a timely investigation of the Imperial private property. Meanwhile the remodelling of the Administration involved practically a complete Japanization of the whole system of government. A Japanese Vice-Minister, whose powers of supervision, would appear to be considerably in excess of those usually associated with this office, was allotted to every Department of State. Outside every three of the secretaries and clerks in Japanese, as are the chiefs of the Bureau of Police Affairs, of the Metropolitan Police and of the Customs. In local government the same system was closely followed, with a secretary, competent to act in the Governor's absence, a police inspector and three clerks in each provincial government, all of whom are Japanese. Not the least important of the Resident-General's work was the reformation of the judicial system, which, in addition to being most deplorably corrupt, had permitted such abominations as the torture of witnesses and the putting under arrest of defendants in civil actions. The law courts, we are to believe, have already been reorganized, with Japanese judges in all tribunals. The laws themselves are being codified, and the new code is expected to be completed by about the middle of next year. On the financial reorganization of Korea we can touch but lightly. It involved a thorough overhauling of the whole scheme of taxation, which under the old régime had certainly given rise to the most wasteful leakage; reassessment of taxable property; currency reform; and the compilation of an orthodox annual budget. Finally we are told that new industries have been introduced; roads and railways have been constructed, coasts lighted and buoyed, sanitation instituted, posts, telegraphs and telephones provided, agriculture stimulated and equipped with new appliances. For all these undertakings it is not surprising that Japan should have had to be principally, if not entirely, Korea's banker, and according to "The Times" correspondent's estimates she is at present out of pocket to the extent of something like fourteen and half millions sterling.

In dealing with Korea the outside world is more than ordinarily in doubt as to what view to take. If on the one hand we hesitate, naturally, to believe the stories that have been freely circulated of oppression of Koreans in restricted districts, it is not unreasonable to think that the Japanese versions of the working of the new system may occasionally be coloured by the wish that is parent to the thought. Even so well-disposed a critic as the correspondent whom we have quoted above admits the mistake that was made by the Residency-General, within a few days of the Emperor's abdication, in disbanding the Korean army without sufficient forethought for what would become of its members. That the troops in question were equally useless and wasteful appears to be readily agreed, and the new method of imparting a general military training to the youth of the country will probably produce far better results in due course. But to turn the ex-soldiers adrift without proper regard for their future employment was, in effect, only to swell the ranks of outlaws and insurgents throughout the land, the suppression of whom, not yet wholly accomplished, has already cost Japan nearly a million pounds. The inherent obstinacy of the Korean nation to accept reform is a great and vexatious obstacle to its progress, who are undoubtedly inspired, in the first instance, with desire for the betterment of the country. But while no praise can be too high for the ability and the temperate statesmanship of Prince Ito himself, it is possible that his intentions are converted into something quite different by the time that the

execution of them has been transmitted downwards into the hands of the petty bureaucrats. Beyond doubt Japan, a mistress of the art of organization, has already achieved wonders in the reorganization of Korea. But organization is only a truly efficient in proportion to its adaptability; and it is conceivable that the Japanese administrators of Korea may take too much scientific pleasure in the perfection of their machine, as to lead them to forget that touch of sentiment which is necessary to make it acceptable. The Koreans have been too long accustomed to the casual ways of the old administration to be let out of leading-strings, at least for some time to come. But the ultimate success of colonization depends on the extent to which the colonists are left to their own devices; and every fresh concession that can be made to Koreans in the direction of self-management will strengthen the foundations of the new order that was instituted two years ago.—*N. C. D. News.*

Auctions.

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions from E. NIEDHARDT, Esq., to sell by

PUBLIC AUCTION, TO-MORROW.

the 27th May, 1900, at 2.30 P.M., within his residence, No. 11, Conduit Road, "Ranfurly,"

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, (Particulars from Catalogue).

On View To-morrow (Wednesday), 26th May, 1900.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 25th May, 1900.

PUBLIC AUCTION.

THE Undersigned have received instructions from Sir FRANCIS PIGOTT, Kt., to sell by

PUBLIC AUCTION, ON SATURDAY,

the 29th May, 1900, at 2.30 P.M., within his residence, The "Erie," No. 13, The Peak, (On expiry of Lease)

THE WHOLE OF HIS HOUSEHOLD FURNITURE,

Comprising:—
TEAKWOOD HATSTAND with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, PARELLIS BEST WAVY GLASSWARE, DINNER WAGON, KOREAN BRASSWARE, Double TEAKWOOD WARDROBE with BEVELLED GLASS, DRESSING TABLES, MARBLE-TOP WASHSTANDS, WARMING and GILLOW'S BRASS-MOUNTED BED-STEADS with WIRE and HAIR MATTRESSES, JAPANESE CHEST-OF-DRAWERS, TIEN-TSIN CARPET (new), TIEN-TSIN RUGS, CARD TABLE, &c., &c.

Also, One COTTAGE PIANO by The Robinson Piano Co.,

AND A few GOOD LAW BOOKS.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 25th May, 1900.

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage.

Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th March, 1900.

F. BLACKHEAD & Co., SHIP-OWNERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL OIL and F. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 10th March, 1900.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 27th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 25th May, 1900.

"SHIRE" LINE OF STEAMERS, LTD., NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MID-DELSBORO, LONDON AND STRAITS.

THE Company's Steamship "CARDIGANSHIRE" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 31st inst., at 8 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 24th May, 1900.

MOGUL LINE OF STEAMERS. NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 1st June, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 26th May, 1900.

S.S. "SYDNEY" COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Mahe*, from Havre ex s.s. *Mahe*, and from Bordeaux ex s.s. *Ville de Lorient* and *Ville de Constantine*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure are being landed, and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded, on unless intimation is received from the Consignees before 11 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 1st June, at Noon, will be subject to rent and landing charges.

All claims must be sent to me on or before the 1st June, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 1st June, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent.

Hongkong, 25th May, 1900.

D. NOMA, PROFESSIONAL TATTOOER AND THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me.

In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct maintenance is a specialty.

Hongkong, 1st September, 1900.

Notice of Firm.

NOTICE

MR. J. F. ECA DA SILVA is no longer connected with our Canton Branch and the authority given him to Sign our Firm's Procuration has been withdrawn.

CRUZ, BASTO & CO. Hongkong, 25th May, 1900.

For Sale.

FOR SALE.

NO. 3 POLICE LAUNCH, built of teak-wood and yach, 1903.

Length 37 feet, breadth 13 feet, depth 8 feet.

Engines, compound surface condensing with cylinders 8" and 6" diam. x 12" stroke.

Boiler, cylindrical multitubular, return tube type, 7 feet diam. x 8 feet long x 12 lbs. W.P.

Accommodation for 2 Europeans forward and 13 natives aft.

Launch to be sold complete with all appurtenances, including dinghy, anchors, chains, &c.

Offers should be sent to the Captain Superintendent of Police.

Hongkong, 25th May, 1900.

FOR SALE.

Just Unpacked

AN ASSORTMENT OF FLOWER SEEDS FROM LONDON PER LAST ENGLISH MAIL.

Also BEST AMERICAN SUGAR CORN SEEDS FROM CALIFORNIA ALL IN PACKETS, at 10 Cents each.

Apply to—GRACA & CO., No. 27, Des Vaux Road.

Hongkong, 13th May, 1900.

FOR SALE.

"ADLER" TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1900 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND Repair is our SPECIALTY.

Rent out by day or week.

REPAIR IS OUR SPECIALTY.

DRAGON CYCLE DEPOT,

88-86, Des Vaux Road, Central, Hongkong.

THE NEW FRENCH REMEDY THERAPION

TRADE MARK

THE NEW FRENCH REMEDY THERAPION

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

Watson's HYGIENOL, AND BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price, per Pint 50 cents
Gallon \$2.00

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY
AND
KOWLOON DISPENSARY.
Hongkong, 17th March, 1909.

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The Hongkong Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for each only).

BIRTH.

On May 15, 1909, at Hapsh, to Rev. and Mrs. P. T. DEMPSEY, a son.

DEATH.

On May 20, 1909, at Shanghai, ARTHUR EDWIN CHARLTON, Consulting Engineer, aged 34 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 26, 1909.

CENTRAL MARKET AMENITIES.

Apparently the only business of any special importance before the members of the Sanitary Board at yesterday's meeting had reference to a discovery made by Mr. Shelton Hooper on the occasion of a visit paid by him and the Head of the Department to the Central Market some time ago. The two members had gone to inspect the lighting arrangements at the market as the result of a discussion which had previously taken place at the Board, but it is not clear what decision they arrived at on that particular subject. Nevertheless, the visit was productive of one interesting revelation; namely the habit of certain Chinese coolies of using the fish tanks for bathing purposes. Now, we have no objection to the coolies following the injunction which declares that cleanliness ranks next to godliness; but when we learn that the fish tanks from which the public are served are used by coolies whose health may

be open to question we feel that stringent measures should be employed to prevent such a misuse of the market facilities as that indicated. Mr. Shelton Hooper's statement to the Board that "Owing to the prevalence of contagious diseases of the worst sort and diseases amongst the lower class Chinese, I consider the use of the fish tanks as baths a source of danger to the public health, an opinion which is shared by the medical men whom I have consulted on the matter," was by no means too strong. He merely echoed the opinion which every householder will entertain on hearing the facts. What we cannot understand is that Mr. Hooper, himself a staunch supporter of the Sanitary Board as the central authority on health questions, should have thought it necessary to represent the matter in the first instance to the Government instead of the Board itself. He seemed to feel that some explanation was necessary to account for his action because he is reported to have said: "There is no doubt as to the facts, for you, sir, were with me and witnessed the occurrence. I therefore communicated to the Government direct, because it seems to me a little doubtful as to who has authority to instruct the Sanitary Department. I don't know whether the Sanitary Board have, though I think we have, but at any rate the Government have the right to instruct them. It was for this reason I communicated direct. The Government seem to have treated the matter rather lightly and are trying to discount the incident on account of it having taken place after dark. Certainly it was after dark. The market is open to the public after dark, and it was for that reason we were there to report on the lighting. Any member of the public might have been present; man or woman, making purchases, and as I have said the thing is disgusting and revolting." So that after informally informing the Government direct, Mr. Hooper scarcely received that satisfaction to which he no doubt considered himself entitled. When he held that there seemed to be "something lacking" in the supervision of the market "most people will agree with him, though where the fault lies we cannot discern. Does it not appear that the members of the Board themselves are somewhat to blame? Their duty is not merely confined to the discussing of high politics, but it is also expected of them that they will make themselves personally acquainted with the actual conditions prevailing. And a surprise visit here and there would not be without profit, as the testimony of Mr. Hooper clearly shows. Moreover, it would afford the conscientious inspector an opportunity of proving his worth. We hear plenty about the complaints against the Department, but nothing is said of those with whom no fault can be found, and in our opinion the good should be recognised equally with the bad. Of course that is merely a pious opinion. We confess we felt surprised to learn that Mr. Hooper was un-informed as to those responsible for the sanitary condition of the markets. "I would like to ask you," he said, "who is responsible for the markets? Has the Veterinary Surgeon anything to do with the markets? Moreover, I would like to know if there is any inspector of markets in charge, what his hours of duty are? Having said that, I should be glad to have an answer to these two questions." The President replied that the Colonial Veterinary Surgeon has supervision over the meats sold in the market, while the actual cleanliness of the markets is under the Medical Officer of Health. Each market is under the inspection of the district in which it is situated. Well that is no new news, but if it is information to the members of the Board it is well that it has been elicited. The markets, at all events, are now to be purified and such practices as those represented to the Board as having taken place are to be abolished or, rather, rendered impossible by the increased vigilance of the inspectors, although it will mean that some unfortunate individuals will have to be on the spot from early morn till the markets close. With regard to the work of the officers of the Sanitary Department it is of interest to note that during a single fortnight 328 houses had been limewashed in the Eastern district, in the Central district 1,433, and in the Western district 2,502. There had been no prosecutions. That is evidence, we should say, that the officers are at least up and doing and how in face of these facts it is possible to reduce the staff as contemplated we are at a loss to understand. But then we are without that inside information which is possessed by members of the Board, information which might put a different complexion on the question. Still there the matter stands and Dr. Williams was perfectly correct when he intimated that the absence of prosecutions and exemptions showed that the Department was working without offending the susceptibilities of the Chinese.

The Prime Minister has requested Admiral of the Fleet Sir Arthur Koyett Wilson, G.C.B., G.C.V.O., to become a member of the Committee of Imperial Defence. Admiral Wilson, who is 67, entered the Navy in 1855, and in the course of his long service took part in the Crimean and China wars. "The Silent Admiral" as he is called, from his preference for practice instead of preaching, is the inventor of the double-barrelled torpedo tube, and is accounted the finest tactician and strategist in the Navy.

At lunch, the day after leaving Hongkong, Captain Yagi, of the N. Y. K. *Nikko-maru*, was made the recipient of an address signed by all the saloon passengers who joined the steamer in Australia. The address expressed the utmost satisfaction with the accommodation and management, and specially referred to the efforts of the whole staff from the Captain downwards to make the voyage a pleasant one for their guests. Major Cardew, in making the presentation, thanked Captain Yagi on behalf of the passengers, all of whom he said he was sure would desire to soon make another trip in the *Nikko-maru*. The Hon. A. Brown also spoke in eulogistic terms. The address had been nicely illuminated by Mrs. and Miss Cardew. Captain Yagi was also presented with a handsome silver cigarette-box suitably inscribed. Considering that it was his first voyage to Australia, the Captain must feel the utmost satisfaction with this tangible recognition of his successful administration.

DROWNING FATALITY.

SAD ACCIDENT TO BRITISH BLUEJACKET.

A sad drowning fatality is reported to have occurred at a late hour on Thursday night, reports the *Shanghai Mercury* of 22nd inst., the victim being one of the men of H.M.S. *Cadmus*. About 10 p.m. on Thursday Leading Seaman George Frank Stewart, commonly known as Donald Stewart, and a companion were going on board H.M.S. *Cadmus* in a sampán. As the frail craft neared the ship both men stood up on the deck of the sampán ready to step on the gangway when the ship's side was reached. The sampán man suddenly slewed his craft round and there being a swell at the time the two men, losing their balance, were precipitated into the river. The sampán man on seeing his passengers in the water raised a cry for help, which was heard on board the *Cadmus* and a boat was at once lowered. In the meantime the sampán man had leaved over the side of his craft and caught hold of one of the struggling men and tried to haul him on board the sampán, but could not succeed and he clung to the man until assistance came. Meanwhile the boat from the *Cadmus* was searching for the second man who proved to be Stewart. No trace of him could be found. The other man was rescued from his perilous position and taken aboard the ship. The accident was then reported to the River Police, but up to the present no trace of the body has been found, though a close search has been made and the river dredged. The deceased was a native of Scotland and was quite a young man and greatly esteemed by his shipmates. He was a noted boxer and wrestler and had taken part in some of the recent boxing tournaments at Chaiy Sui Gardens and other places.

LOCAL AND GENERAL.

SECOND Lieutenant L. Robertson, 1st Battalion Queen's Own Cameron Highlanders, has been promoted lieutenant after the exceptionally long service of exactly six years.

A FIRE broke out in the drying room at the International Cotton Mill, Pootung, at 3.30 p.m. on Thursday. The mill employees were able to put out the fire in fifteen minutes and the damage done is very trifling.

COMMISSIONER Tang Shao-yi has telegraphed to the Government asking it to place his resignation before the Throne. The Government, however, has endeavoured to prevail upon him to remain in service.

Mr. Valentine Chirol, Foreign Editor of *The Times*, arrived in Tokio on 21st inst. Dr. Morrison, *The Times* Peking correspondent, was expected to arrive on Sunday or Monday, last. Mr. Chirol will visit Peking before returning home by way of Siberia.

THREE coolies were charged in the Police Court this morning, with the alleged theft of 1,800 feet of piping from railings on Kennedy, Conduit, Wong-nai-chong and Albert Roads of a total value of \$352, belonging to the Government. The case was remanded.

A SYNDICATE, prospecting 150 miles south of Suet on the sea coast, has struck oil, the gusher giving increasing quantities daily and indicating large reserves. The possibility of a cheap supply of liquid fuel is a discovery of the greatest importance to Egypt, and the unique geographical position should render the discovery valuable to the British Navy.

The Secretaries of His Excellency Tang Shao-yi's mission returned to Peking on May 11 by train, coming via Siberia. Among them was Prince Ching's son, who was First Secretary of the mission. His Excellency Tang Shao-yi, after the audience with the Tsar, returned via Suet. He will not come to Peking at once, but will first go to his native place near Canton. — *P. & T. Times*.

An exchange contains a pathetic story of how an Indian woman living north of the Port Arthur, Ontario, cut a piece of flesh from her body in an effort to procure food for her children when they were starving. The woman and children were in desperate straits. The last scrap of food had been eaten days before, and there was no game, though the woman hunted until her strength was gone. In this pitiable condition she secured a knife and cut a strip of flesh from her body. This flesh she used as a bait to catch fish, and thus survived life until help arrived.

REAR-Admiral the Hon. Victor Alexander Mordoun was 68 on 20th ult. He is the brother and heir presumptive of the present Earl of Sandwich. Entering the Navy in 1853, he had the remarkable experience of passing all his active service career as a midshipman. As a youth of 14 he was winning distinction at the blockade of the Russian Fleet at Kronstadt during the Crimean War, later was present at the bombardment and taking of Sebastopol. In 1857 he assisted to break up the flotilla of piratical warjunks at Fatsiao, on the Canton River, and as one of the Pearl's naval brigade in the great Sepoy rebellion he took part in no fewer than 19 actions.

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THE IMPERIAL BANK CASE.

JUDGMENT RESERVED.

In the Supreme Court, this morning, before a Full Bench, comprised of the Chief Justice (Sir Francis Pigot) and Mr. Justice Gompertz, further argument was heard in the case in which Leung Shui Kung, complainant to the Canadian Pacific Railway, appeals against the judgment of the Chief Justice, given against him in favour of the Imperial Bank of China (respondents) about a year ago. Messrs. M. W. Slade and H. G. Calhoun, instructed by Mr. F. Paget Hett, of Messrs. Bratton and Hett, appeared for the appellant, while Mr. H. E. Pollock, K.C., with whom was Mr. H. J. Gedgo, of Messrs. Johnson, Stokes and Master, represented the respondents.

In this case, the Imperial Bank of China, brought a claim against Leung Shui Kung—(1) To recover the sum of \$346,045.65 being the amount of surety of one Leung King Wo, deceased, under a written contract dated 28th August, 1897.

(2) Compound interest at the rate of eight per cent. per annum with half-yearly interest upon the various amounts composing the amount from the following dates, respectively—

(a) Interest on \$126,993.15 from 15th November, 1901, until payment or judgment.

(b) Interest on the sum of \$10,606.70 from 1st May, 1902.

(c) Interest on three sums (\$55,444.75, \$13,516.52 and \$67,444) from 1st July, 1900, until payment or judgment.

The Chief Justice at the time held that the guarantor was responsible, and entered judgment accordingly. Hence the appeal.

Counsel addressed the court at length and judgment was reserved.

CANTON DAY BY DAY.

SUNNING RAILWAY.

[From Our Own Correspondent.]

Canton, 25th May. The whole line of the Sunning Railway has been completed, for passenger traffic all through from Kung Yick Fui to the terminus at Tou Shan. The 16th day of this moon (the 3rd of June next) has been fixed for the opening of the through line. Yesterday the director of the Railway Company, Mr. Chan Yu He, accompanied by Mr. Yui Kin Yiu, called on H.E. Chang Jen Chun and requested him to take part in the ceremony on that auspicious occasion.

OPIUM DIVANS.

On information being received that there are at present a number of opium divans still open in Kow Kong, in the district of Namhoi, the Government Anti-opium Bureau yesterday despatched a waiyuan to proceed to the place to seal up all these establishments without previous notice.

ANTI-OPIUM CAMPAIGN.

Of late the Canton Anti-opium Association sent some of its members to deliver speeches in public places in this city on the evils of the drug. The members of this Association have shown great activity in the suppression of opium smoking, and since the creation of a body of detectives, many offenders against the anti-opium regulations have been arrested and fined.

PRATAS ISLANDS.

The native of Weichow Prefecture, residing in Canton, have again convened a meeting to take place on the 30th instant at the principal assembly hall, Ming I seen Tong, to discuss matters in connection with the Pratas Islands question.

REVOLUTIONARY LEADER'S TRIAL.

The revolutionary leader, Tam Fook alias Tam Mun Ping, who was brought to Canton two days ago from Hunan where he was arrested, will not be tried until the return of Admiral Li Ching from the Paracels.

PILGRIM OF TRADE MARK.

Two hundred cases of kerosene oil in tins with fraudulent imitations of the Standard Oil Company's trade mark were found in Honam. The owner was arrested and sent to the Namhoi magistracy where he was made to pay a fine of \$140 and the oil was ordered to be confiscated.

BANGKOK-SWATOW SHIPPING.

Competition between the Norddeutscher Lloyd steamers and those of the Chino-Siamese Steam Navigation Co. would appear to be rapidly reaching an acute stage, no doubt greatly to the delight of the coolies and other Chinese returning from Siam to China. Two vessels left Bangkok on 9th inst. for Swatow, the N. D. L. *Rafaburi* and the steamer *Proteus*, chartered by the new company. The *Rafaburi*, albeit she is by far the superior vessel and that the ridiculously low sum of 2 taels a head was charged for the 5 or 6 days' trip, only received 66 passengers while the *Proteus* took 600, the full number she is entitled to by law, although 8 taels a head was charged. The competition to point of fact is on an almost entire parallel with that which arose when the Nippon Yusen Kaisha commenced running boats here a few years ago—it will be interesting to watch the upshot. — *Straits Times*.

THE OPIUM HABIT.

INQUIRIES FOR REMEDIES.

Prince Kung, Anti-opium Commissioner in Peking, has telegraphed to the Chinese Ministers abroad asking them to make extensive inquiries in the countries to which they are accredited for efficacious remedies to cure opium habits in order that they may be introduced and used in China. His Highness and colleagues propose that prohibition of poppy plantations should precede that against smoking, but Duke Tsai Tschih holds the opposite view and contends that when smoking has been entirely suppressed, importation of opium as well as plantation will cease of its own accord. The Anti-opium Commissioners have appointed deputies to proceed to the various provinces to make secret inquiries as to whether the Viceroy, Governor and other high provincial dignitaries are addicted to the habit. They will then report to the Commissioners who will impeach those discovered guilty of smoking opium. — *N. C. News*.

STRONG MAN IN HONGKONG.

PHYSICAL CULTURE DISPLAY BY "THE POCKET HERCULES."

At the invitation of Mr. Harold Evelyn (Ban Hur) a gathering of press representatives and the medical profession of Hongkong attended the Hongkong Cinematograph yesterday afternoon. The show was one of the best of its kind seen in the Colony, and the audience showed their appreciation by their numerous scores.

The proceedings opened by the young athlete, who is only twenty-two years of age, and 150 pounds in weight, lifting on his feet 1,300 pounds of stone which was suspended on a large pole. This feat was accomplished with great ease.

The next item on the programme, we noticed, was the lifting of an iron dumb-bell, (weighing nearly 200 pounds) above his head and dropping it on to the nape of his neck. Then, at the invitation of the performer six of the spectators were invited to the stage, and one of the most marvellous scenes witnessed took place. These men, the lightest of whom weighed no less than 160 pounds, stood on the performer's frame, while he rested on two trestles. This item was much admired by those present. But the sensation of the evening was yet to be seen, Mr. Harold Evelyn, to the amazement of his audience, permitted a stone (weighing nearly 200 pounds) to be dropped, about four feet high, on his abdomen, from which it rebounded like a rubber ball.

From what we have said, it can be judged that the stamina of the athlete is remarkable. The second part of the performance consisted of a series of muscular poses, in which the wonderful development of the "Pocket Hercules" was displayed. The performance concluded by Mr. Evelyn dancing the superficial muscles of his anatomy in rhythm with music. Mr. Evelyn was specially examined by the doctors present, who expressed surprise at the suppleness of his muscles generally. The "show" is worth visiting.

A TRIP TO CHINA.

BANGKOK BANKER'S STRANGE EXPERIENCE.

CHAINED, IMPRISONED AND FLOGGED.

Mah Mee Soon, banker, broker, and merchant, is one of the best known Chinese business men in Bangkok, says the *Siam Observer*. He was born in the district of Taichu, China, came to Bangkok when he was sixteen and is now 45 years of age. He began life here as an ice-cream vendor, and became so well-known and liked that H. R. H. Prince Devawongse gave him special permission to vend ice-cream in the Royal Palace. By degrees he worked his way up the ladder till he reached the affluent position he enjoys to-day. Mah Mee Soon has a wife and three children in Bangkok and also a wife and three children in his native village Teo Yeo. He has made several trips from Bangkok to his native place, going via Swatow.

On November 3, 1908, Mah Mee Soon left Bangkok by steamer on one of these periodical trips. He had enjoyed about a month's rest in his native village, when one day a military company of 60 men with two officers came to his house, and, charging him with being a rebel, arrested him. He was bound with a chain around his neck and his hands fastened behind, and made to walk for a day to a railway station, where he was entrained and brought to Taychoo, the big town of the district.

TORTURE.

Here he was brought before a court and charged with being a rebel. This he denied, but his denial and explanations were not accepted and he was detained in prison. There are several prisons in this town and Mah Mee Soon was sent to one where 60 other prisoners were confined. After three or four days he was taken before the court again and asked to admit he was a rebel. He refused and was then put in the cage, the Chinese equivalent for the stocks, and kept there an hour. Again he was pressed to admit being a rebel, but refused. He was next ordered to be flogged. He got 50 strokes with a rod, then was brought before the court once again. Still refusing to answer as the court desired, he got flogged, 50 strokes at a time, till he got 200 and had become unconscious. The floggings lasted for over an hour and a half. Unconscious and bleeding he was carried on a board to the prison where he lay for eight days unable to move. After the lapse of eight days attempts were made to take his handprints as a token of his admission of guilt, but this he prevented. For this he was ordered to be again flogged, but seeing his flesh was too raw for further flogging he was put in the cage instead. He was altogether undergoing this torture for about 68 days, during which he was taken before the court seven times.

LIBERTY.

The last time he was taken before the court, he was informed a telegram had been received from Bangkok signed by several hundred people there who "ouched for him." He was given to understand that the officials were satisfied he was a rich man from Bangkok and on complying with certain demands he was ultimately released on February 18 last. The expediting of his release was of course only by convincing those who required it that he really was a rich man from Bangkok. After recuperating for a month at his home near Teo Yeo, Mah Mee Soon returned to Bangkok, where he was interviewed to-day by a representative of this paper. When asked if he had made any complaint to the Chinese authorities, Mah Mee Soon smilingly replied that it would only involve explaining to many more that he was a rich man from Bangkok and the redress he was likely to obtain was not worth what it might cost to get it. To-day Mah Mee Soon looked none the worse for his remarkable experiences, and is very anxious to convey, through the *Siam Observer*, his grateful thanks for the kind efforts of his compatriots in Bangkok, which saved him possibly his head, at least much further suffering, at the hands of the Chinese authorities.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

INTERPORT CRICKET. SHANGHAI CRICKET CLUB v. HONGKONG GARRISON.

SHANGHAI WON BY 38 RUNS.

[From Our Own Correspondent.]

Shanghai, 26th May, 2.55 p.m.

SECOND INNINGS.

Shanghai's score in the second innings was 166 runs.

HONGKONG GARRISON.

Following are the detailed scores of the Hongkong Garrison team in the second innings—

Capt. Bessley	10
Lieut. Green	25
Lieut. Anderson	22
Capt. Garnett	65
Capt. H. H. C. Baird	38
Lieut. Bagnall	24
Lieut. Byrne	1
Lieut. I. Innes (not out)	13
Capt. Brierley	3
Lieut. Crookenden	0
Capt. Greenway	5
Extras	9
Total	215

Shanghai thus won the match by 38 runs.

CHINA AND AMERICA.

THE QUESTION OF STUDENTS.

[By courtesy of the "Shuang Po."] Peking, 25th May.

The Waiwupu and the Board of Education have not arrived at an agreement concerning the despatch of students to America and so the matter has remained in abeyance. Yesterday, the United States Minister inquired whether students were going to be sent or not, as in the event of their not proceeding to the States, America will demand a return of the commuted Boxer indemnity.

CHINA AND SWEDEN.

THE COMMERCIAL TREATY.

[By courtesy of the "Shuang Po."] Peking, 25th May.

The Commercial Treaty between China and Sweden will be signed at an early date.

CHINA'S THANKS.

APPOINTMENT OF SPECIAL ENVOYS.

[By courtesy of the "Shuang Po."] Peking, 25th May.

Tai Hung-chi has been appointed Special Envoy to Russia and Prince Chen to Japan to return thanks to those countries for despatching special representatives to China on the occasion of the funeral of the late Emperor.

These Special Envoys will take their farewell instructions on the 30th inst. and will start on their mission on the 2nd prox.

CANTON-HANKOW RAILWAY.

THE LOAN AGREEMENT.

[By courtesy of the "Shuang Po."] Peking, 25th May.

It is reported that the agreement for the loan for the construction of the Canton-Hankow Railway will be signed on the 28th inst.

It is forbidden to disclose any information (concerning the agreement).

THE TUNGKUANSHAN CONCESSION.

INDEMNITY FOR CANCELLATION.

[By courtesy of the "Shuang Po."] Peking, 25th May.

Sir John Lister Kaye states that the Waiwupu has mismanaged affairs in connection with the Tungkuanshan mines and there is no wonder, in consequence, that England should demand an indemnity of 8,000,000 (£8). However, if half that amount is paid Sir John is willing to surrender the concession.

TERMS OF THE AGREEMENT.

The Viceroy at Nanking has received a telegram from the Waiwupu embodying the terms of a proposed contract from Sir John Lister Kaye. The main features are that the mining area should be extended to fifty square miles. The capital of the scheme will be £700,000 of which the Chinese should subscribe £350,000. The syndicate, in addition to what has been put up, will subscribe another £350,000, to be issued in London. Both China and the syndicate may appoint Managers and Engineers. The term of the concession will be for thirty years. The telegram states that Sir John will only be able to stay a fortnight in Peking. The Viceroy has been in conference with the Governor in Anhing with a view to opposing the proposition. — *N. C. News*.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

REFORMERS.

PROPOSED REINSTATEMENT IN OFFICE.

[By courtesy of the "Sheung Po"]

Peking, 25th May.

The Prince Regent proposes to reinstate in office the reformers who were implicated in the 1908 coup d'état.

A certain Grand Councillor has tried his best to dissuade the Regent from carrying out his intention for fear lest it might affect himself.

The Prince Regent would not, however, be prevailed by him and has made up his mind to put into effect his original idea.

NAVAL REORGANISATION.

HOW FUNDS ARE TO BE RAISED.

[By courtesy of the "Sheung Po"]

Peking, 25th May.

The Commissioners of the Naval Reorganisation Board have consulted the Grand Council on the advisability of increasing the duties for one year in order to raise funds for the Navy.

Chang Chih-tung, being adverse to the proposal, it has fallen to the ground.

WANG TA-HSIEH.

PERSONA NON GRATA.

[By courtesy of the "Sheung Po"]

Peking, 25th May.

The natives of Chekiang have opposed the appointment of Wang Ta-hsieh as vice-president of the Ministry of Posts and Communications.

Whereupon the Grand Councillors propose to appoint him on the Deliberative Council, so as not to incur the displeasure of the people.

The following, from the N.C.D. News, explains the relation between H. E. Wang and the people of Chekiang:

AN OFFICIAL STRUGGLE.

It will be remembered that last year, when the Chekiang Railway Loan was concluded the agency of the province regarded it as having been forced upon them. Much indignation was felt against H. E. Wang Ta-hsieh, of Chekiang man, who was appointed to negotiate the question, probably on account of his previous appointment as Minister to the Court of St. James. Feeling ran high against ex-Minister Wang, so much so that the Chekiang people repudiated him as a fellow provincial and his own clan refused to recognize him.

Time does not seem to have softened this anger. Recently, when Mr. Wang took up his Vice-Presidency of the Yuchuanpu, after his return from London, Mr. Tang Shou-chien, President of the Chekiang Railway, dispatched a telegram to the Yuchuanpu, strongly requesting Mr. Wang's dismissal. The contention was that a man who had been unsuccessful in railway affairs should not be permitted to have anything further to do with railways; and his services, if valued at all, might be utilized in other ways. This request was accompanied with the information that its refusal would cause the writer's resignation of the presidency of the Railway.

President Tang stated that the installation of Wang to office in the Yuchuanpu was equivalent to an approval of Wang's former designs and policy, and a vote of censure on himself. He had resolved never to submit to the orders of the Yuchuanpu under the management of Wang and Sheng Kung-pao, who were also thoroughly hated by the Chekiang people.

Recent reports state that the Government intends this attempt to coerce it and is inclined to ignore the petition. On the other hand, the offended Vice-President "saves his face" by sending in his resignation.

A CHINESE NAVAL STUDENT.

HIS TOO CONSCIENTIOUS METHODS.

News from France says that a young Chinaman, a pupil on board the training ship *Dorda*, has been arrested on a charge of stealing some papers from an officer's cabin. It appears that he went in company with a companion, to Brussels to have the papers in question photographed and was apprehended on his return with the documents in his possession. When taken before a French magistrate on the charge of theft, Yen Kuo Hwa indignantly repudiated the suggestion. "I am a Chinaman," he said, "and owe a duty to my country. I have been sent on board the *Dorda* to become a competent naval officer, and I ought not to be kept in ignorance of anything that can be learned relating to a French vessel of war. It was my intention to replace the documents, and to use the photographs which I have taken in order to study them at leisure. I am not a spy or a thief." A correspondent was told at the Ministry of Marine that the documents stolen were of particular importance and the charge against the Chinaman is merely one of theft. He is, however, still in the Saint-Pierre.

HONGKONG GYMKHANA CLUB.

THE SECOND MEETING.

The programme of the second meeting to be held at the Happy Valley, on Saturday, 29th inst., (weather permitting) is as follows:—

1.—3.30 P.M.—FIVE FURLONGS FLAT RACE.—For subscription griffins of any season which have not won an official race. Weight for inches as per scale. Unplaced runners at official meeting 1909 allowed 3 lbs. Winner at 1st Gymkhana to carry 10 lbs. Extra: To be ridden by jockeys who have not won an official race at Hongkong, or China. Entrance fee \$5. First prize: Presented by the Hongkong Gymkhana Club. 2nd prize: \$25.00. Entrance fee to go to winner.

Mr. C. E. Aston's Dunkerry, 158lbs.
Major Cobbe's The Thief, 155lbs.
Mr. C. E. G. Davidson's Seraph, 149lbs.
Mr. F. B. Deacon's Butcher, 152lbs.
Mr. D. L. M. Tamar, 162lbs.
Mr. K. K.'s Highland Heather, 149lbs.
Mr. H. G. Moore's Lyemua, 155lbs.
Penalty of 10 lbs.

2.—3.50 P.M.—WELTER RACE. HALF A MILE.—For all China pony hacks or polo ponies. To be ridden by owners; pony to have been property of rider for at least one month prior to date of entry. Catch weights 12 stones. Winner at 1st Gymkhana 14 lbs. extra. Open to members of jockey and/or polo clubs, also members of both Services. Entrance fee \$5. 1st prize: presented by Commodore H. Lyon, R.N. 2nd prize: \$15.00. (Entrance fees to go to winner.)

Mr. Blank's White Heather, 168lbs.
Mr. Elwes's Kinkadee, 168lbs.
Major H. Findlay's Billy, 182lbs.
Hon. Mr. W. J. Gresson's Birthday, 168lbs.
Mr. K. K.'s Drachkegnau, 168lbs.
Penalty of 10 lbs.

3.—4.10 P.M.—GYMKHANA STAKES.—Value \$100. Distance one mile. For all China ponies. Catch weights at 10st. 6lb. Winner of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the gymkhana meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on 1st day. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 5 lbs. to be deducted next time he starts.

Such a pony to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5. 2nd Prize: \$15. (Half entrance fees to go to winner.)
Mr. F. B. Deacon's Dart, 146lbs.
Mr. Dryadust's Coxcomb, 157lbs.
Mr. Dryadust's Triad, 146lbs.
Hon. Mr. W. J. Gresson's Garth, 151lbs.
Hon. Mr. W. J. Gresson's H. M., 145lbs.
Mr. John Johnston's Just-in-Time (late White Heather), 146lbs.
Messrs. Leab and Moore's Sportsman (late Volga), 151bs.

Mr. L. K. Leeson's Sealoom, 151bs.
Hon. Mr. F. H. May's Astral, 151bs.
Mr. Sherlock's Larkspur (late Cattistock), 146lbs.

4.—4.30 P.M.—TENT PEGGING IN SECTIONS OF THREE.—Open to teams, mounted on China ponies, and composed of three men, representing any recognized unit or club in the Colony. Three small cups to be presented to the winning team at each competition and at the conclusion of the season a trophy will be given to the team which scores the highest aggregate of points at all meetings included. In competing for the small cups a competitor need not necessarily represent the same unit or club on each and every occasion, but if competing for the aggregate trophy he can only represent one unit or one club during the season, that is to say he must continue to compete for the unit or club, selected by him and for no other. To provide for sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate trophy two at least of the members composing the winning team must have competed in not less than three competitions.

Points will be awarded as follows:—
3 for each carry, say per team ... 9 points
or 2 for a carry under 20 yards ...
or 1 for a touch
3 for speed ... 3
3 for style ... 3
15

A dropped pair disqualifies the team for the run concerned.
Note.—Style means the proper and workmanlike handling of spurs and the synchronous working of a team. Points will be deducted from team should the judge observe any member carrying his spear in a dangerous and unsportsmanlike manner.

The judges will deduct points if in their opinion a team is moving at too slow a pace. (To avoid delay, each team must be ready to compete, when called upon to do so by the starter. Any team not ready will be disqualified.) Teams will run in order mentioned on the programme.)

1. R. A.—"A" Team { Col. Chamier.
Capt. Finch.
2. R. A.—"B" Team { Capt. Climo.
Capt. Leab.
Mr. Moore.
3. Buffs.—"A" Team { Major Eaton.
Capt. Barker.
Mr. Potter.
4. Buffs.—"B" Team { Mr. Wadd.
Mr. Sill.
Mr. Brice.

The Hongkong Mounted Troop:—

5. "A" Team { Lieut. Johnston.
Trooper Gedge.
Trooper Dupree.
Sergeant Blain.
Trooper Macwell.
Trooper McIlraith.
6. "B" Team {

5.—5.00 P.M.—ONE MILE FLAT RACE.—For subscription griffins of season 1908-09. Weight for inches as per scale. Winners of one race at 1909 meeting 7 lbs. extra: two or more races 12 lbs. extra. Winner at 1st gymkhana 7 lbs. extra. Penalties accumulative. Unplaced ponies at 1909 meeting allowed 2 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5.00. First prize: Presented. 2nd prize: \$25.00. (Entrance fees to go to winner.)

Mr. C. E. Aston's Dunkerry, 158lbs.
Mr. Blank's Grey Back, 162lbs.
Mr. M. M. Brice's Gambler, 155lbs.
Messrs. D. L. M. Tamar, 159lbs.
Mr. Dryadust's Barry, 146lbs.
Hon. Mr. W. J. Gresson's Little Dot Rose, 156lbs.
Admiral Lambton's Kamranh, 162lbs.
Mr. Lawton's Theodolite (late Backstay), 167lbs.
Commodore H. Lyon's Swan, 161lbs.
Mr. H. G. Moore's Lyemua, 155lbs.
Mr. Selh's Mascare, 190lbs.
Penalty of 7 lbs. + Penalty of 12 lbs.
Allowance of abs. deducted.

6.—5.20 P.M.—ONE AND A QUARTER MILE FLAT RACE. Handicap.—For all China ponies. Entrance fee \$5. First prize: presented by the Hongkong Gymkhana Club. 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. F. B. Deacon's Dart, 146lbs.
Mr. Dryadust's Coxcomb, 157lbs.
Mr. Dryadust's Triad, 146lbs.
Major W. A. Eaton's Game Chick, 142lbs.
Major Findlay's Whitebit, 140lbs.
Hon. Mr. W. J. Gresson's Garth, 151bs.
Hon. Mr. W. J. Gresson's H. M., 151bs.
Mr. J. Johnston's Just-in-Time, (late White Heather), 156lbs.
Mr. K. K.'s Highland Heather, 151bs.
Messrs. Leab and Moore's Sportsman (late Volga), 150lbs.
Mr. L. K. Leeson's Sealoom, 151bs.
Hon. Mr. F. H. May's Astral, 161bs.
Mr. Sherlock's Larkspur (late Cattistock), 148lbs.

LLOYD'S FIRE INSURANCE IN JAPAN.

CONFLICT WITH THE GOVERNMENT.

The *Jiji*, in noting that the foreign insurance companies which have representative agents and branches in Japan each deposit a security of ¥100,000, states that Lloyd's is undertaking fire insurance business and has succeeded in obtaining a contract from the Kanagawa Spinning Company to cover a risk of ¥200,000 on certain buildings. The Government, however, issued an order to Lloyd's requiring them to deposit the usual security of ¥100,000. Lloyd's, however, refused to obey the order, contending that the concern was not a joint stock company, but a credit corporation. Lloyd's did not maintain an agent in Japan, but merely appointed canvassers, and insurance policies were signed in England, so that the Government was unable to enforce its demand for security.

On hearing of this, says the *Jiji*, all the other foreign insurance companies have informed the Japanese Government that if Lloyd's are allowed to take risks in Japan without depositing security, the other companies will pursue the same course. Lloyd's is taking extensive fire risks in Germany, and the Japanese Government is making investigations as to the manner in which this business is managed in Germany. The eventual result of this question is being awaited with interest.—*Japan Chronicle*.

THE JAPAN SUGAR COMPANY.

ATTITUDE OF THE GOVERNMENT.

The *Japan Chronicle* says:—The readjustment of the affairs of the Dai Nippon Sugar Company is being pushed on apace by Mr. Fujiyama, the new president of the company, but the work has not yet progressed far enough to allow him to enter upon negotiations with the creditors. The question of continuing the life of the company is now in the hands of the creditors. Of these the Government and the Suzuki Shoten of Kobe are considered the most difficult to be dealt with. The *Jiji* reports that Marquis Katsura, who holds the portfolio of Finance, being highly confident of Mr. Fujiyama's ability, has assured him that the Government will act in harmony with all the other creditors and not take independent action. If that is the case, adds the *Jiji*, no difficulty will be found in arriving at an arrangement with the Government. But if the Suzuki Shoten insist on their demand for the company to carry out its promise to redeem ¥500,000 every half-year of its debentures issued to the firm to the amount of ¥4,500,000 in payment of the cost of the Dai Nippon Sugar Mill, it will render it impossible for the company to continue its operations. The promise was made privately by the last board of directors without the knowledge of the shareholders in general, so that it may be morally difficult for the firm to insist on the performance of the promise. In these circumstances, the question may be settled easier than is expected. The creditor banks, which have been invited to give their answer within two months regarding the proposal to reduce the capital of the company, have hinted that they will agree to the proposal if the new board of directors proves satisfactory. In the light of these facts, coupled with the appointment of Messrs. Fujiyama and Takayama, who represent the Mitsui firm, as directors of the company, it is believed by many that the readjustment will be carried out and the company be successfully reorganized.

CLOSING OF VLADIVOSTOK.

EFFECT OF THE MEASURE.

Since the closing of the free port of Vladivostok a serious state of affairs has arisen in the port. As will be seen below, owing to the bad conditions at the Customs, the trade of the port is seriously dislocated, while the prohibitive tariff placed on imports has reduced Japanese residents at the port to an unfortunate plight.

The *Dalshaya Okraina*, of Vladivostok, reproduces a telegram dispatched to the representative for Primorsky province in the Duma, M. Shilo, by the president of the Vladivostok Bourgeois Committee (corresponding somewhat to a board of trade), to the effect that an inspection of the condition of the Customs by the Committee has revealed a terrible state of affairs. The warehouse accommodation is "totally inadequate for the calls upon it. The existing sheds are in a dilapidated condition, and owing to the penetration of water the goods are being spoiled and becoming valueless. The warehouse yards are veritable quagmires, in which the merchandise is floating about. The unloading of the steamer *Dodis* occupied three weeks instead of five days, and the consignees are still awaiting their goods. A responsible Customs staff has not yet been assured, though several meetings of the Customs Tax Department have taken place. In remedying this condition of affairs the House Committee invites the co-operation of consignees of goods. There is already a local fund of more than 200,000 roubles towards the improvement of the port, but for some unknown reason the allocation of the sum is delayed.

It is stated by the *Osaka Mainichi* that since the closing of Vladivostok a considerable falling-off in Japan's trade with the port has been seen. There are now four Japanese steamships engaged on the Vladivostok run—the N.Y.K. *Tatsumi-maru* from Kobe and *Osawa-maru* from Osaka, the O.S.K. *Hoson-maru* from Tsuruga, and the *Kotsum-maru* from the Hokkaido. Now according to information brought by an officer of the first-named vessel, since the closing of Vladivostok as a free port, not only have very heavy duties been imposed on wholly manufactured articles, but on soy, silk, rice, &c., exported from this country, the heaviest duties have been imposed; and the importation of these goods has apparently been entirely discontinued. The cargo carried on each voyage by the vessels above-named has now dwindled to no more than one or two hundred tons. Further, the export of bean-cake to Japan, which reached its highest point of prosperity last year, has ceased, and the trade this year has been entirely diverted to Europe, the bean-cake being exported thither by the Mitsui Bussan Kaisha. Hence the steamers referred to are affected in both directions. But the quantity of bean-cake reaching Vladivostok by the Chinese Eastern Railway is increasing to an enormous extent, and the wharves at the port are being constantly piled up with mountains of beans or bean-cake. Now Russia is not a manufacturing country and has been compelled to look to other countries for her supply of manufactured articles. Owing to the fact that goods from the neighbouring country of Japan are for the most part apt to be of coarse manufacture, German goods have almost obtained the monopoly. The number of German vessels entering the harbour was very large, but they returned practically empty. Taking advantage of this circumstance, the Mitsui Bussan Kaisha undertook the shipment to Europe of beans and bean-cake and derived much advantage therefrom. Every month thirty or forty thousand tons of bean-cake are exported, but it is all secured by the German boats, and the import into Japan is almost nil. It is apparently feared that this cannot now continue, owing to the arrival of fewer vessels at the port consequent on the restriction of imports. This is another example showing that the interference with the import trade has a serious effect on the whole trade of a port.

The present Japanese residents in Vladivostok number some 4,000. Since the closing of the free port heavy duties have been placed on imports, as stated. On silk, for example, a tax of over a hundred yen per cask is said to be imposed, while on the bales alone 50 yen or more each is collected. This makes the import of the beverage unprofitable. Again on rice, the staple food of the Japanese, Chinese, and Koreans, an import of 45 yen per 70 (nearly half a bushel) is exacted. As a result, says the *Mainichi*, the Japanese in the port are being reduced to a miserable plight. Of late the number of persons leaving Vladivostok and migrating to Northern Korea averages forty or fifty persons by every vessel leaving the port. On certain manufactured products no duty is imposed. Owing to the free admission of uncleaned rice two Japanese merchants of Vladivostok, Messrs. Sano and Kurauchi, who are, however, only in a small way of business, have begun to supply the Japanese and Koreans with rice by importing the uncleaned grain and cleaning it locally, but the success of the two merchants appears almost hopeless. In short, the trade of Japan with Vladivostok is gradually declining, and it is reported that the migration of resident Japanese to Northern Korea is inevitable.—*Japan Chronicle*.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held to-morrow, at 2.30 p.m. The Colonial Secretary will lay on the table the report of the Finance Committee (No. 4). The Attorney General will move the second reading of the Bill entitled An Ordinance to amend the provisions of a supplementary sum of five hundred and twelve thousand two hundred dollars and thirty-four cents, to defray the charges of the year 1908; the third reading of the Bill entitled An Ordinance to amend the Code of Civil Procedure; Committee on the Bill entitled An Ordinance to amend the Public Health and Buildings Ordinances 1903-1908; and Committee on the Bill entitled "An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong."

To-day's Advertisements.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 31st instant, WHITE MONDAY.

Hongkong, 26th May, 1909. [442]

SITUATION WANTED.

ADVERTISER, a Young Gentleman, with previous experience and thorough knowledge of office routine, seeks position in a mercantile office. Excellent references. Out-ports no objection.

Please address: "ALPHA,"

C/o Hongkong Telegraph.

Hongkong, 26th May, 1909. [443]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR," FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th May, 1909. [444]

OPIMUM CULTIVATION IN INDIA.

We have already noticed the decline in popularity of opium cultivation in the Behar and Benares Agencies (writes the *Pioneer*) and the annual report by the Bengal Board of Revenue shows in detail the reasons which influence the ryot in preferring other crops to that of the poppy. Unfavourable seasons; the rise in prices of food-grains; and the dearth of labour have all contributed to bring about a change. The average area cultivated has steadily diminished, and the villager no longer looks to the poppy plot to put money into his pocket, whatever may be the character of the season. Mr. Shirree, who took charge of the Behar Agency last October, draws attention to the fact that the price paid to the cultivator for opium has remained fixed since 1894, while the price of other agricultural produce has risen. As regards rice in North and South Behar its average price from the ten years ending with 1894 was Rs. 3-2, or 23 per cent higher. It the case of barley, which is said to compete more directly with opium, the increase averaged 17 per cent. But this does not show the great rise in the last two or three years. In 1906 and 1907 the prices of rice and barley were actually 70 and 55 per cent, above the decennial average of 1884-94 and last year the figures were higher still. Mr. Shirree says: "On this plot close to his dwelling the ryot raises his most valuable crops, namely, tobacco, chillies, potatoes, mustard, etc., and all these things are direct rivals of opium. Barley and wheat are also mentioned in the reports as competitive, and sugar-cane competes indirectly by using manure. It is said also that Java indigo is frequently ousting the poppy from its place in the Java plant remains in the ground for two years, and cannot therefore be grown as an alternating crop." One of the opium officers goes so far as to say that any crop now pays better than poppy, and this would really seem to be the case. It is clear from these statements that Government will have no difficulty in restricting the area under poppy in Behar, and that the cultivators will willingly fall into line in the matter. The less productive lands will no longer be licensed and the poppy crop will dwindle to small dimensions. In favourable seasons, when the rainfall is good, the crop will probably pay a fair return, but so long as the prices of other products remain high there will be none of the old eagerness to cultivate the poppy.

LISBON'S NEW ARSENAL.

BRITISH REQUEST FOR THE WORK TO BE ACCELERATED.

Lisbon, April 23.

It is stated then when King Edward visited Portugal he added to the existing British-Portuguese treaty of friendship a stipulation for the construction of a large arsenal in the port of Lisbon, with docks extensive enough to accommodate the largest ironclads of the British navy. It is also stated that a clause was inserted for the reorganisation of the Portuguese royal navy, this to be carried out immediately the state of the finances of Portugal permitted. The Portuguese Government has now received from the British Government a Note, in the most friendly terms, advising it to comply with the stipulation as early as possible in the interest of both countries.

Yesterday there were presented to Parliament the plans of the new arsenal, and they met with general approval.

The total cost of the scheme is estimated at £7,250,000 sterling.

It will be open to British naval constructors to tender for the construction of three ironclads and several torpedo boats and destroyers.

Intimations.

THE DAIRY FARM COMPANY, LIMITED.

BUTTER

AT PRICES TO SUIT EVERYONE.

"Buttercup" Brand..... 55 cts. a lb.
"Dairymaid" 70 " " "
"Daisy" 75 " " "
Pastry Butter 60 " " "
Cooking 40 " " "

OUR SPECIAL

"HONEY-SUCKLE" BRAND
\$1 per lb.
This butter, which is absolutely fresh, is undoubtedly the finest in Asia.
Hongkong, 26th May, 1909. [380]

WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VIGUEUX ROAD CENTRAL (late occupied by Madame Fay).
Hongkong, 29th April, 1909. [376]

INSURANCE MAN seeks Engagement of 25 years' experience with Leading Fire Companies. Open for Hongkong or China Coast ports. No objection to shipping or retail stores.
Apply—
"VICTOR,"
C/o Hongkong Telegraph.
Hongkong, 30th April, 1909. [382]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.00 a.m. ... Every 15 minutes.
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.15 p.m., every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 8.15 p.m., 11.30 p.m., and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRIA BUILDING, Des Vigne Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1909. [41]

NOTICE

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher.

Those who intend learning the Chinese language are requested to write *Care of Hongkong Telegraph*, office or direct to 37, Hollywood Road, 2nd floor,
Hongkong, 27th February, 1909. [319]

Public Companies.

PEAK TRAMWAYS COMPANY, LTD.

NOTICE is hereby given that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Alexandria Building, Des Vigne Road Central, on SATURDAY, the 29th day of May, 1909, at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th May to the 26th June next, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 19th May, 1909. [440]

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the TWENTY-FOURTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its Reorganisation) will be held at the Office of the Company in Alexandria Building, on SATURDAY, the 29th instant at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1908.

The REGISTER of SHARES will be CLOSED from TUESDAY, the 25th instant, to TUESDAY, the 1st June, both days inclusive, during which period no transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	ALLAN LINE	From Quebec
"EMPRESS OF JAPAN"	SATURDAY, JUNE 12TH	FRIDAY, JULY 9TH
"EMPRESS OF CHINA"	SATURDAY, JULY 3RD	FRIDAY, JULY 30TH
"MONTEAGLE"	WEDNESDAY, JULY 14TH	
"EMPRESS OF INDIA"	SATURDAY, JULY 24TH	FRIDAY, AUG. 20TH

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers have the option of journeying forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.
Via New York 45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. GRADY & CO., General Managers,
Corner Leeder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SINGAPORE and SOERABAYA	ONSANG	SATURDAY, 29th May, Noon
SHANGHAI	CHUONGSANG	MONDAY, 31st May, Noon
TIENSIN VIA CHEFOO	CHUONGSANG	FRIDAY, 4th June, Noon
MANILA	YUENSANG	FRIDAY, 4th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	MONDAY, 7th June, Noon
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	MONDAY, 7th June, Noon
SINGAPORE, PENANG & CALCUTTA	YUENSANG	TUESDAY, 15th June, Noon

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS)

The steamers *Katsang*, *Namsang* and *Pookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.
Hongkong, 22nd May, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail
SHANGHAI	WINGHOW	27th May, 4 P.M.
SINGAPORE	HUPH	27th May, 4 P.M.
SHANGHAI	AMU	30th May, Daylight
MANILA	KATONG	1st June, 2 P.M.
CEBU & ILOILO	CHILH	1st June, 4 P.M.
WEIHAIWEI, CHEFOO & TIENSIN	CHILH	1st June, 4 P.M.
SHANGHAI	CHINHUA	3rd June, Daylight
SHANGHAI	LIAN	6th June, Daylight
MANILA, ZAMBOANGA and USUAL	TEAN	15th June, 3 P.M.
AUSTRALIAN PORTS	CHANGSHA	15th June, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, twice Weekly.
S.S. "LINTAN" and S.S. "SANTO".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chong, Linan, Chihai, etc.) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons. Leaving Hongkong for Shanghai direct every Thursday and Sunday taking cargo via through Bills of Lading to all Yangtze and Northern China Ports.

N.B. These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—single \$40, return \$70.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 35.
Hongkong, 26th May, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila. Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Dates
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 29th May, at Noon
ZAFIRO	2540	R. Rodgers	"	SATURDAY, 5th June, at Noon

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers,
Hongkong, 26th May, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,
YOKOHAMA, HONOLULU, MANZANILLO and
SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 1st June, 1909, at Noon.
S.S. MANSHU MARU	5,000 "	1st July, 1909, at Noon.
S.S. AMERICA MARU	6,000 "	30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	6,000 "	30th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	10th Dec., 1909, at Noon.

For particulars, apply to.

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 4th May, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE
(Calling at Timor, Port Darwin and Queensland
Ports, and taking through Cargo to
Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship

"ALDENHAM."
Captain St. John George, will be despatched as
above on FRIDAY, the 28th instant, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 2nd May, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all
Overland Common Ports in the United
States of America and Canada, and also
for the principal ports in Mexico, and
Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR
VICTORIA, B.C., SEATTLE & TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tonnage	Captain	Sailing Date
Buena Vista	6,332	Shotton	3rd June, 1909
Oceano	4,657	P. W. Davies	24th July
Kumari	6,332	J. Mathes	29th July
America	4,353	J. Boyd	26th Aug.

These steamers are specially fitted for the
carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED
STATES AND CANADA.
For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queens' Buildings,
Hongkong, 30th May, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP, VIA
MANILA, STRAITS AND COLOMBO.

THE Steamship

"DENBIGHSHIRE"
Captain Barrett, will be despatched as above
on the 18th June.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
Agents.
Hongkong, 19th May, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:
S.S. "PATHAN" About 13rd June.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 24th May, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER
"KWONG SA" Capt. E. S. DROVE

Leave Hongkong for Canton at 6 every
evening, (Sundays excepted).

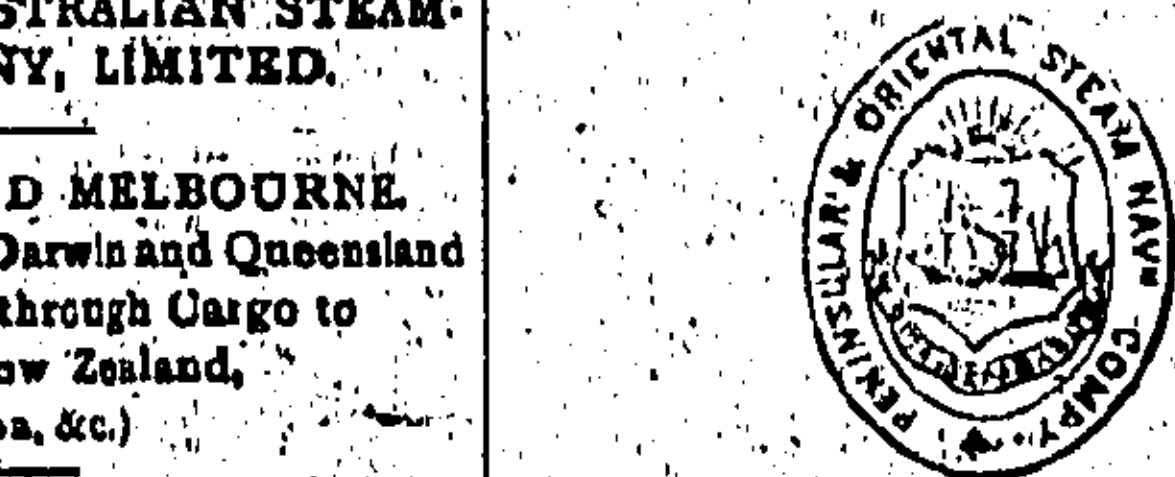
Leave Canton for Hongkong at 5.30 every
evening, (Sundays excepted).

These fine Steamers, owned by Chinese
capitalists and Officer by Europeans, are
second to none on the River. Excellent
accommodation for eighteen First Class Pas-
sengers. The Steamers are lit throughout by
Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.
Meals \$1.15 each.

The Company's Wharf is situated in front of
the New Wharves Market, opposite the old
Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHU ON S.S. CO., LD.,
No. 2, Queen's Road West,
Hongkong, 24th April, 1909.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA."

Captain T. H. Kide, R.N.R., carrying His Ma-
jesty's Mails, will be despatched from this for
BOMBAY, &c., on SATURDAY, the 29th
May, at Noon, taking Passengers and Cargo
for the above Ports in connection with the Com-
pany's S.S. *Victoria*, 5,500 tons, from Colombo,
Passengers accommodation in which vessel
is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France
and Tea for London (under arrangement)
will be transhipped at Colombo into the
Mail steamer proceeding direct to Marseilles
and London, other Cargo for London, &c., will
be conveyed via Bombay by the R.M.S.
Oceana, due in London on 2nd July, 1909.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWITT,
Superintendent.

Hongkong, 15th May, 1909.

FOR SHANGHAI, YOKOHAMA, KOBE

AND MOJI.

THE Steamship

"ARRATON APCAR."

Capt. A. Stewart, will be despatched for the
above Ports on SATURDAY, the 30th May,
at Noon.

This Steamer has Superior Accommodation
for Passengers, and is installed throughout
with Electric Light and carries a duly certified
Doctor.

RETURN TOURS TO JAPAN
(Occupying 24 days).

Steamers leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe
(Inland Sea), Moji to Hongkong providing a
stay of 5 to 6 days in Japan.

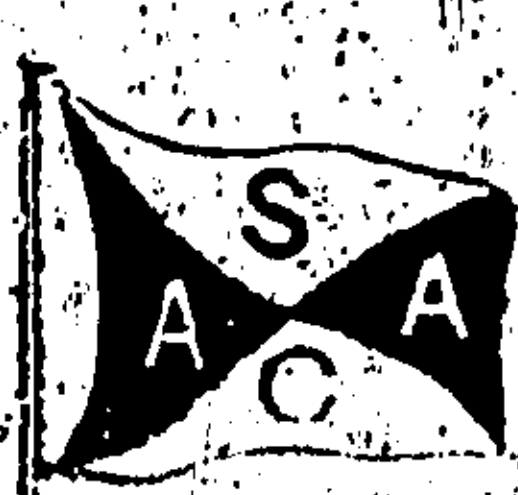
Return tickets are available by the Indo-
China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to
FRANK SASSON & CO., LIMITED,
Agents.

Hongkong, 20th May, 1909.

HONGKONG—BOSTON—NEW YORK.



"AMERICAN ASIATIC STEAMSHIP COMPANY."

FOR BOSTON AND NEW YORK VIA
PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST.)

S.S. "INDRANI" On 26th June, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 24th May, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE
TO
SAN FRANCISCO, MEXICO, PERU,
CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS
Co. proceed from YOKOHAMA DIRECT
to SAN FRANCISCO, without any call en
route thus affording a fast regular cargo
boat service from China and Japan to San
Francisco.

THE Steamship

For further particulars apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, 24th May, 1909.

HONGKONG AVERAGE MARKET

PRICES.

Corrected 21st May, 1909, 100 lbs. per 5 Mts.

BUTCHER MEAT.

Beef sirloin & primecut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shih

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirlol—Ngau Lau

" Sausages—Ngau Yuk Ching

Balloch's Brains—Know

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kiu

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

Oliver's Head and Feet—Ngau-chai

" Tongue fresh—Ngau Li

" Leg—Yung Pa

" Shoulder—Yung Shan

" Fry—Chai Chai

" Head—Chai Tau

" Heart—Chai Sum

" Kidneys—Chai Yiu

" Liver—Chai Kon

Pork, Chop—Chai Pal Kwat

" Corned—Ham Chu Yuk

" Leg—Chai Pal

" Fat or Lard—Chai Yau

Sheep's Head and Feet—Yung Tau

" Keok

" Heart—Yung Sum

" Kidneys—Yung Yiu

" Liver—Yung Kon

Sucking Pigs, To Order—Chai Chai

Suet Beef—Sung Ngau Yau

" Mutton—Sung Yung Yau

Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

" Capons, Large, Small—Siu Kai

" Ducks—Ap

" Doves—Fau Kan

" Eggs, Hen—Kai Tau

" Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

" Geese—Ngo

" Geese, Wild Shanghai—Shung Hoi Ye

" Nge

" Mask Deer—Wong Keng

" Hare—To Chai

" Partridge—Chai Khoo

" Pheasant—Shai Kai

" Pigeons, Canton—Pak Kap

" Holow—Holow Pak Kap

" Quail—Um Chai

" Rice Birds—Wo Fa Cheek

" Salpe—Sa Chai

" Turkey, Cook—Fo Kai Ngau

" Hen—Na

" Wild Ducks, Shanghai, Salted

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